

SAVE THE DATES:

• OCT 13-15

TRAFFIC SAFETY CON-
FERENCE

DOUBLETREE BY
HILTON, SEATAC

• NOV 2015

TARGET ZERO PART-
NERS MEETING

DATE AND

LOCATION TBD,

SEE WTSC SEBSITE

INSIDE
THIS ISSUE:

MC Season 2

Summer Fa-
talities 2

Marijuana
Breathalyzer 3

2015 Legisla-
tive Session 3

July 4: History 4

100 Days of Summer

8 Teens Involved in Serious Injury Crash

The “100 days of summer,” the days between the Memorial and Labor Day holiday weekends, claim the highest numbers of fatal and serious injury crashes, especially when it comes to drivers aged 16-25.

A serious injury collision on May 28 launched Washington’s 2015 “100 days of summer.” Eight teens in two vehicles crashed on I-5 South, north of the Boeing Access Road.

Four young people were injured after the crash sent one car over the guardrail and down a 60’ embankment. After all the occupants were extricated, two 17-year-olds were taken to Harborview, one in critical condition. Fortunately, none of the teens died.

Summer is the time for family

outings, vacations, and enjoying our beautiful NW weather. Yet every year, for some families, a beautiful day ends in tragic loss of life or serious injuries that may have lasting consequences.



In Washington, from 2010—2014, nearly one-third of young driver-involved fatalities occurred during this period.

Target Zero, Washington’s goal of reaching 0 fatalities by 2030, bases its priorities on Washington’s fatal and serious injury crash data. For

more detailed information, see <http://www.targetzero.com/>

Between 2010—2014, 736 young Washington drivers were involved in fatal crashes.

Among these young drivers:

IMPAIRED:	429
SPEEDING:	270
UNRESTRAINED OCCU- PANTS:	128
DISTRACTED DRIVER IN- VOLVED:	200

See “100 days of summer” fatality stats on page 3.

Fatal Crash Reporting Timeliness: 2015 Quarter 1

Twenty-one of forty-two investigating agencies submitted fatal crash reports promptly.

The following agencies met or exceeded the state’s reporting time requirement:

Cities:

- Bremerton
- Everett

- Issaquah
- Kelso
- Marysville
- Mill Creek
- Mountlake
- Redmond
- Seattle
- Spokane
- Spokane Valley
- Tacoma

Counties:

- Franklin
- Grant
- Jefferson
- Spokane
- Kitsap
- Snohomish
- Clark
- King
- Pierce

The NW Motorcycle Riding Season is Here: Target Zero

By Mark Medalen



Mark Medalen,
Motorcycle Safety
Program Manager

In Washington, motorcycle deaths are not steadily declining as are overall traffic deaths. From 2011 through 2013, motorcycles made up just 4% of the registered vehicles on our roads, but accounted for almost 17% of all traffic fatalities (225 of 1327).

“Motorcycle safety depends on safe driving and cooperation of everyone on the road, whether they’re on a bike or in a car,” said Governor Jay Inslee. “We’re getting closer to our Target Zero traffic safety goals but have more work to do.”

In just the first four months

(January-April) of 2015, there have been nine motorcyclist fatalities. Speeding, running off the road, and riding under the influence of alcohol and/or drugs are the main contributing factors in motorcycle crashes. Motorcyclists should always ride sober and within posted speed limits, get the necessary training and endorsement, and wear USDOT compliant helmets and protective gear on every ride.

Several projects are under way in Washington to reduce serious motorcycle crashes.

- A campaign called, “It’s a Fine Line” promotes safe riding at <http://itsafineline.com/>
- DOL training contractors are distributing motorcycle hangtags to dealerships statewide to encourage riders of all skill levels to get certified training.
- DOL produced a motorist awareness video that has gone viral. It can be seen at <https://www.youtube.com/watch?v=b3T7u4ZJ1Y>.

TO OUR CRASH INVESTIGATORS:

Fatal cash investigation is a huge task; submitting initial reports within Washington’s 4-day requirement is extraordinary.

THANK YOU FOR ALL YOU DO!

100 Days of Summer Fatalities

Impairment ~ Speed ~ No Restraints ~ Distraction

	Total Fatalities	Impaired Driver Involved	Speeding	Unrestrained	Distraacted
2010	165	92	71	32	53
2011	133	63	51	22	34
2012	127	51	52	22	37
2013	133	70	51	26	43
2014	126	59	45	26	33

Marijuana Breathalyzer for Roadside Detection



Nick Lovrich, WSU Regents Professor Emeritus

The Hill Lab at the Washington State University's Department of Chemistry has been a leader in the development of equipment used in the detection of drugs, explosives, and chemical warfare agents for over 30 years. Since 2011 the WSU lab has been working to develop a handheld "breathalyzer for marijuana," building on technology currently in use by the military and Homeland security. Tests have proven successful. A field-ready

breathalyzer unit is being developed and will be field tested in June of this year. WSU has applied for a patent, and proceeds from the technology would benefit the university.

Further steps include obtaining approval for testing with human subjects; field testing with law enforcement; training officers in proper use. Nick Lovrich, WSU Regents Professor Emeritus, presented the project to both the forensic science and policy experts at the UN Center in Vienna, where the UN Office on Drugs and Crime (UNODC) is currently preparing for a 2016 UN General Assembly special

session on drug policy modifications affecting the Single Convention on Drugs (Cannabis prohibition).

"I am most grateful to Ambassador Zvejk for . . . providing us an opportunity to share our work with the international community," said Professor Lovrich, long a respected traffic safety leader in our state. Lovrich will be giving an update on his work at the Traffic Safety Conference in October.



2015 Legislative Session Highlights

<u>Bill</u>	<u>Description</u>	<u>Status</u>	<u>Date</u>
ESSB 5656	Distracted driving: Bans handheld use; hands-free allowed. Covers all types of communication. Allows exemptions for emergency personnel. Goes on driver's record. Second or subsequent fine doubled. Distracted driving questions on driver's test.	Returned to Senate	5/29/15
E2SHB 1276	DUI repeat offenders: Requires courts to order for repeat offenders as a condition of release: functioning IDL, sobriety program monitoring; compliance with above, or an IDL order.	House Rules 3rd reading	6/10/15
2SSB 5105	Impaired driving: Makes 4th DUI a felony; increases BAC test fee by \$50 for WTSC for grants to counties to combat impaired driving.	Srules 3	5/28/15
SSB 5066	Blood samples/forensic tests: Allows a law enforcement phlebotomy program.	Returned to Senate Rules	5/29/15
ESSB 5623	Motorcycles on laned roads (lane splitting): Allows MC to travel 35 mph between lanes when traffic is 25 mph or less on state highways in left most lane on left side.	Returned to Senate Rules	5/29/15
SHB 1159	Teen driving safety: NEW DRIVER sticker required for 18 and under.	Returned to House Rules	5/29/15
SSB 5957	Pedestrian safety advisory council: Requires WTSC to convene a quarterly pedestrian safety advisory council to review and analyze pedestrian fatality and serious injury data to identify points at which the system can be improved.	Effective date	7/24/15



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*Fatality Analysis Reporting System

The Washington Traffic Safety Commission

The Washington Traffic Safety Commission (WTSC) is our state’s designated highway safety office. We share a vision with numerous other state and local public agencies. That vision is to reduce traffic fatalities and serious injuries to zero by 2030.

Mission Statement

Washington’s Traffic Safety Commission leads statewide efforts and builds partnerships to save lives and prevent injuries on our roadways for the health, safety, and benefit of our communities.

July 4 Traffic Safety: Then & Now

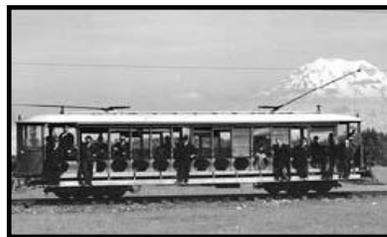
If summer is one of the deadliest times of the year, July 4th is typically the deadliest day of summer.

Independence Day celebrations start out great: typically with friends, family, food, fun, and ending with fireworks.

But celebrating, as we all know, can go over-the-top very quickly, with one alcoholic beverage too many, resulting in a joyful day ending in tragedy.

Washingtonians seem to be getting the idea about July 4 ending safely. In 2014 we had only one traffic fatality over the 4th of July weekend. In 2013, it was seven; in 2012, one.

Washington’s worst fatal July 4 crash was in 1900. An overcrowded trolley carrying more than 100 passengers to downtown Tacoma for the Independ-



Tacoma Railway and Power Company streetcar, ca 1907, courtesy UW Special Collec-

ence Day parade lost traction, jumped the trestle tracks and plunged 100 feet into a ravine. Forty-three lives were lost. ~~~

The July 4th weekend, measured in crashes and/or fatalities, varies in length depending on the day of the week on which the 4th falls. If Monday, the holiday period is from 6 PM Friday to 5:59 AM Tuesday. If on Tuesday: 6 PM Friday

– 5:59 AM Wednesday. Wednesday: 6 PM Tuesday – 5:59 AM Thursday. Thursday: 6 PM Wednesday – 5:59 AM Monday. Friday: 6 PM Thursday – 5:59 AM Monday. Saturday & Sunday: 6 PM Friday – 5:59 AM Monday

Washington 2005—2014

Year	Day/wk	# Hours	Fat’ls
2014	Fri.	84	1
2013	Thu.	108	7
2012	Wed.	36	1
2011	Mon.	60	7
2010	Sun.	60	6
2009	Sat.	60	8
2008	Fri.	84	5
2007	Wed.	36	1
2006	Tues.	108	19
2005	Mon.	60	5